As regards the Nedunkad road, those fields are in any case subject to flood and if a road is to be carried through, it has to be carried over a high embankment which will make it expensive. There is an alternative road now. The people can go now from Karamanai to Kaladi *via* Talial.

MEMBER: It is very far away.

DEWAN: How far?

MEMBER: Two furlongs.

DEWAN: What is two furlongs? It is only one-fourth of a mile. It is not far.

MEMBER: The people will give the land free.

DEWAN: Well, in that case, the Chief Engineer will be asked to see what can be done.

As regards covering the Kochar, that is the business of the Municipality. You had better go and see your city fathers.

MEMBER: I got a reply from them. They shirk their responsibility and shove it on to the P. W. D.

DEWAN: I am afraid the Government cannot do the work of the Municipality. You wait on deputation on the Municipality and see whether they will not revise their former view. You get your voters to move the Municipality. I am afraid I cannot ask the voters to move on your behalf.

As regards the additional First Class Magistrate's Court, there is a proposal under consideration for a Munsiff-Magistrate's Court at Neduvangad. If that comes about it will give relief to the Trivandrum First Class Magistrate.

### 92. Needs of the Trivandrum Taluk.

MR. N. MADHAVAN NAIR (*Member, Trivandrum taluk, Group II*) represented that the Vettiod village road branching off from the Trivandrum-Quilon road at Vettiod near Kazhakuttam and joining the Shearam–Pottankod road at Kattaikonam was largely resorted to by people going to the Pattenkod market from Pallipuram, Kazhakuttam and other adjoining places. It was the shortest route from Kazhakuttam to Pottankod and was the only path leading to the Kaniyapuram railway station from Neduvangad, Vembayam, Pattenkod and other places. In spite of its importance and usefulness, the road was badly maintained and there were deep ruts in several places. Wheeled traffic was very difficult. It should therefore be repaired without delay.

About a furlong from the commencement of the above road, an irrigation channel called the Tettiyar leading from the Anattalchira in the Pallipuram *pakuthi* passed across it. During the monsoon months and soon after, the channel was full and not fordable. On either side of the road at that place there were paddy fields of vast extent called the Pallipuram and Kazhakuttam paddy fields, so that, during the rainy season, the whole place became an expanse of water. A small bridge across the *todu* was therefore absolutely necessary to facilitate traffic along the road.

There was a trace running from the 4th furlong, 8th mile, of the Trivandrum-Quilon road to Pottankod. Large numbers of people were using that trace, as being the shortest route to Potankod from Pangapara, Kulattur, Attippara and other places. It would be of immense benefit to the people if the trace was converted into a cart road.

The member next thanked the Government for sanctioning a lakh of rupees for the restoration of minor irrigation tanks in the Trivandrum taluk according to the suggestions made by the committee appointed for the purpose. Under communications, the committee had recommended the improvement of two roads, one of which was the sandy pathway leading from the Kaitamukku corner near the Petta market to the Veli lake. The total length of the pathway was 2½ miles, but the Government had sanctioned the conversion of only one mile *i. e.*, up to Udayinisvaram into a cart road. This was not enough and the difficulties of the people would not disappear unless the whole length be converted into a cart road. For a distance of

LIBRARY ARCHIVES Kerala Legislative Assembly

about a mile from Udayinisvaram, the path was broad enough and no fresh land need be acquired for converting it into a road. In regard to the remaining portion, the owners of several adjoining lands were willing to surrender the necessary land free of compensation if the Government would construct the road. The extension of the road as far as Veli lake should therefore be taken up soon.

The Karali road, running along the eastern bank of the navigation canal from Chakkay to Vallakadavu, was rising in importance because of the busy trade in copra, tapioca, cocoanut husks, etc., carried on there. The road was not safe, being irregular and narrow in several places. Portions of it were being washed away annually during the rainy season. Consequently, traffic along the road was dangerous. In view to prevent erosion and avert all possible dangers, a parapet wall should be put up on the eastern bank of the canal throughout its length. The wall had been constructed for a distance of about two furlongs from the Chakkay bridge, and had only to be extended further and the road repaired.

It was regrettable that scant attention was being paid by the Public Works Department to the maintenance of the principal roads and lanes in the Trivandrum town, especially during the past three or four years. Several cart roads were not being maintained at all and many wide lanes had become quite unfit for cart traffic and the public were put to considerable inconvenience thereby. The maintenance of the roads, lanes and bye-lanes should be properly attended to by the Public Works Department or it should be entrusted to the Municipal authorities with the necessary funds.

It was a source of gratification to learn that the preparation of detailed estimate for water supply to the Trivandrum town would be undertaken soon. Two schemes had been prepared, of which one would benefit the whole town while the other would benefit only portions of it. The member's view was that the former should be adopted. Unless a comprehensive scheme of water supply was brought into force, the problems of drinking water and sanitation would not be solved in spite of the best efforts of the Municipality.

The growing congestion of the Trivandrum town had necessitated a town planning scheme and the Municipal Council had already brought the matter to the notice of the Government and requested them to arrange for a scheme being prepared by an expert from outside Travancore. In consideration of the importance of the health of the people, the preparation of the scheme should be expedited.

The ryots of the taluk were not a little disappointed at the decision of the Government that the maintenance of the irrigation tanks should be attended to by the ryots themselves. Although the Irrigation Committee had recommended that the work should be undertaken by the Government, the latter in agreement with the opinion of the Chief Engineer entrusted the work to the ryots "as it would be unwise to create in the people a habit of looking up to Government help even for such matters as the villagers ought to undertake themselves." But the same causes that induced the Government to carry out the restoration works held good in the maintenance of the tanks as well. The spirit of co-operation was wanting in the people and unless the Government took up the work of maintenance also, the restored tanks were sure to fall into disrepair.

In conclusion, the member urged the need for a Magistrate's Court at Kazhakuttam. Kazhakuttam was the most important centre in the taluk next to Trivandrum. The opening of a court at Kazhakuttam would immensly benefit the inhabitants of Pallipuram, Tonnakkal, Katinamkulam, Menamkulam, Velur, Attipra, Kazhakuttam, Ayirur, Ooliyazhattura, Pangappara, Cherpunkal and Ullur. The people in those places had to go to the Second Class Magistrate's Court, Trivandrum, to prefer complaints. More than 60 per cent. of the cases in that court were from those places. On account of the central position of Kazhakuttam, the Taluk Police Station which was formerly located in the Trivandrum town was shifted to Kazhakuttam. The need for a Magistrate's Court at Kazhakuttam had been urged upon the Government several times and it should be satisfied without further delay.



LIBRARY ARCHIVES Kerala Legislative Assembly

DEWAN'S REPLY: Mr. Madhavan Nair, in regard to the village road you first referred to, the Chief Engineer has already taken up the question of making it fit for cart traffic throughout and keeping it in good order. The only difficulty, he says, is about a bridge there, the construction of which will be rather costly. He would therefore have it stand over for the time being. I shall however ask him to have an estimate prepared, and if it is not very expensive we shall try to take up the work next year. With regard to the road to the Veli *kayal*, arrangements are already in progress to do the work next year.

In regard to the water supply for the Trivandrum town, I am glad to be able to tell you that it has been found feasible to adopt a scheme which will supply water to the whole town—both to the higher and the lower levels of the town—and the present intention is to supply at the rate of 25 gallons of good water per head of population per day. I hope to have the preliminary works commenced almost immediately. I am deputing two officers to start the preliminary work.

Then you dealt with the question of town-planning for Trivandrum. The Municipality very readily approved of the proposal to get down a town-planning expert. But when it came to paying the town-planning expert, the Municipality's views suddenly altered. They said, "We would like to have a town-planning expert but we cannot pay for him". However, they very generously offered to contribute 25 per cent. of the cost. But this is purely a work for the Municipality and Government have every reason to expect the Municipality to pay the cost. Government will certainly not stand in their way in getting an expert.

As regards the Magistrate's Court at Kazhakuttam, I have called for a report from the District Magistrate and I am waiting to see what he has to say about it.

**93. Needs of the Chirayinkil taluk.**

MR. KANAKKU MARTANDA PILLAI PARAMESVARAN PILLAI (*Member, Chirayinkil taluk, Group I*) said that the need for a road joining the Chirayinkil-Attingal road, 3rd mile, with the Trivandrum-Quilon road, 18th mile, had been represented at previous sessions of the Assembly. It was very necessary for the inhabitants of the Edakod, Kizhvalam, Kuntallur and Chirayinkil *pakuthies*. The existing route from those *pakuthies* to Chirayinkil was very circuitous and people had to go to Chirayinkil every day because, the hospital, the Sub-Registrar's office, the Valiakada market and other institutions were situated there. Further, there was a canal crossing the existing route and the bridge across it was in a very dilapidated and dangerous condition. People were put to much difficulty in crossing this canal and during the rainy season they could not even go to the market on the other side. The difficulty would be obviated if the above road was constructed. It was only 3 miles long and much money would not have to be spent for acquiring land. The road, besides being very useful to the people, would also tend to develop trade in the locality, as it would connect two important markets *viz.*, the Valiakada and the Venjarammudu markets.

The Government had acquired a site for the construction of the local Sub-Registrar's office six years ago but the building had not yet been commenced. The office was housed in a rented building located in a remote and inaccessible corner of the taluk. The building was not at all spacious or safe enough for keeping the valuable records of the office. Better private buildings were available on the same rent provided the lease was for 12 years. Either a new building on the site acquired should be constructed or a better and more suitable building should be rented.

A First Class Magistrate's Court at Attingal was an absolute necessity. The majority of the cases filed in the Trivandrum First Class Magistrate's Court were from the Chirayinkil taluk. Grave offences such as housebreaking, dacoity, and grievous hurt, were committed in several parts of the taluk and the inhabitants of the northern-most *pakuthies* such as Kappil, Edava, Madavur and Pallikkal, found it very difficult to go to Trivandrum to prefer their complaints. There was a large number of rowdies in the taluk and the local police were not vigilant enough to detect the large number of offences committed. The aggrieved parties also found it very difficult to go to a distant place to prefer the complaints.

LIBRARY ARCHIVES Kerala Legislative Assembly